

EXETER PORT HEALTH AUTHORITY.

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ANNUAL REPORT

OF THE

PORT MEDICAL OFFICER

FOR THE YEAR

1951

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EXETER PORT HEALTH AUTHORITY

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PORT HEALTH ADMINISTRATION, 1951.

Mr. Chairman and Gentlemen,

I have much pleasure in presenting to you my Annual Report for the Year ending the 31st December, 1951.

This report has been prepared in the form and sequence as detailed in the Ministry of Health memorandum 302/S.A. of 1946.

On the 22nd January, 1951, Mr. Redgwell, M.R.S.I., M.S.I.A., commenced his duties as Port Sanitary Inspector and has carried out these duties with great keenness and enthusiasm.

In general the hygiene of the ships entering the port has been found to be of high standard.

I am also pleased to report that no cases of infectious diseases occurred amongst the crews.

I should like to thank the Chairman and Members of the Exeter Port Health Authority and the staff for the interest which they have shown and help given to me during the past year.

I have the honour to be,

Your obedient servant,

L. C. Anderson

Port Medical Officer.

S T A F F.

Port Medical Officer

L.G. ANDERSON,
M.D., Ch.B., D.P.H.

Deputy Port Medical Officer

D.L.H. MOORE,
B.A., M.B., Ch.B., B.A.O.

Port Health Inspectors.

F.G. DAVIES,
M.R.S.T. A.M.T.S.E., M.T.S.A.
(Meat and Other Foods Certificate).

R.D. REDGWELL,
M.R.S.I., M.S.I.A.
(as from 22nd January, 1951).

Mr. W.C. TROUT.

(Mr. F.G. Davies is also the Senior Sanitary Inspector to the Exeter City Council and Mr. Redgwell is the Add. Sanitary Inspector to the Exmouth Urban District Council).

1. TOTAL AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

TABLE A (1)

	Number	Tonnage	Number of inspections		Number reported to be defective	Number of vessels on which defects were remedied	Number of vessels on which defects were found and reported to Ministry.	Number of vessels reported as having, or having had, during the voyage infectious disease on board.
			By the Port Medical Officer	By the Port Sanitary Inspector				
Foreign	Steamers	-	-	-	-	-	-	-
	Motor + Sailing	30	-	30	-	-	-	-
	Sailing	-	-	-	-	-	-	-
	Fishing	-	-	-	-	-	-	-
Total Foreign	30	3218	-	30	-	-	-	-
Coastwise	Steamers	6	-	6	1	1	-	-
	Motor + Sailing	273	9	273	1	1	-	-
	Sailing	-	-	-	-	-	-	-
	Fishing	-	-	-	-	-	-	-
Total Coastwise	279	36067	9	279	2	2	-	-
Total Foreign and Coastwise	309	39285	9	309	2	2	-	-

Note - + includes mechanically propelled vessels other than steamers.

TABLE A (2)

Refers to vessels passing through the canal to Exeter Basin and included in Table A (1) (page 3.).

		Number	Tonnage
Foreign	Steamers	-	-
	Motor +	24	2399
	Sailing	-	-
	Fishing	-	-
Total Foreign		24	2399
Coastwise	Steamers	-	-
	Motor +	190	16900
	Sailing	-	-
	Fishing	-	-
Total Coastwise		190	16900
Total Foreign and Coastwise		214	19299

Note:- + includes mechanically propelled vessels other than steamers.

TABLE A (3)

Table showing Annual tonnage of Shipping entering the port. () = Number of Ships.

(a) Refers to all ships.

	1946	1947	1948	1949	1950	1951
Exmouth (Harbour)	+	+	21143 (133)	19174 (100)	18245 (91)	19986 (95)
Exeter (Basin)	+	+	14431 (144)	17559 (187)	18626 (197)	19299 (214)
Topsham	+	+	-	-	-	-
Total	23980 (141)	28007 (222)	35574 (277)	36733 (287)	36871 (288)	39285 (309)

(b) Refers to ships from foreign ports and included in (a) above.

	1946	1947	1948	1949	1950	1951
Exmouth (Harbour)	+	+	3035 (20)	3651 (24)	1014 (6)	819 (6)
Exeter (Basin)	+	+	911 (9)	687 (7)	1434 (16)	2399 (24)
Topsham	+	+	-	-	-	-
Total	3772 (26)	2484 (20)	3946 (29)	4338 (31)	2448 (22)	3218 (30)

+ Figures not available.

2. CHARACTER OF TRADE OF PORT.

(a) Passenger traffic during the year.

Apart from the day cruises by M.V. Bambo and Pride of Teignmouth and the regular sailings of the Exmouth-Starcross passenger ferry there was no passenger traffic entering or leaving the port during 1951.

(b) Cargo traffic.(1) Principal imports -

Coal	79	vessels
Petrol	178	"
Timber	29	"
Cement	5	"
Manufactured Fuel	3	"
Potatoes	4	"
Bog Ore	1	"
R.N. Stores	4	"
(Light	6	")

Foreign ports from which the vessels arrived -

Paris	-	Timber
Dunkirk	-	"
Kotka	-	"
Gravelines	-	"
Ljusne	-	"
Delfizijl	-	"
Skutskur	-	"
Ormskoldsvik	-	"
Bordeaux	-	"
Blankaholm	-	"
Walken	-	"
Rochefort	-	"
Delfizijl	-	Bog Ore

(2) Principal exports -

1 R.N. Stores for Devonport

3. WATER SUPPLY.

(1) Source of supply for (a) the Port and (b) Shipping.

- (1) Exmouth Harbour - Exmouth Urban District Main Supply.
Supply adequate, satisfactory quality.
- (2) Exeter Basin - Exeter City Council. Supply adequate
and quality satisfactory.
- (3) Topsham - main supply adequate, satisfactory quality.

(2) Hydrants and Hosepipes.

There are 5 hydrants and hosepipes for use in the above ports. They are flushed out prior to use and regularly inspected by the Sanitary Inspector or in the case of Exeter Basin by the Canal Superintendent.

(3) Water boats.

There are no water boats operating at this port.

4. PORT HEALTH REGULATIONS, 1933 and 1945.

(1) Arrangements for dealing with Declarations of Health.

As from the 1st March, 1951, the Ministry of Health has recommended that the Port Health Authorities need not require the Declaration of Health for a ship arriving in this country from a Port on the Mediterranean or Atlantic coast of France which has not on its voyage called at a Port outside France, Belgium or Holland.

Declarations of Health are still required from Masters of a foreign-going ship arriving from a foreign port and for the purpose of these regulations a "foreign port" means (in effect) a port or place outside the United Kingdom, the Channel Isles, the Isle of Man or the Irish Republic, and "foreign-going ship" means a ship trading or going between this country and a foreign port excepting one between Brest and the River Elbe and the Atlantic and/or Mediterranean coast of France.

As in past years Declarations of Health are completed by the Master of the vessels and are handed to the Customs Officer or Port Sanitary Inspector for scrutiny by the Port Medical Officer.

(2) Boarding of Vessels on arrival.

(a) All ships from foreign ports are boarded on arrival at Exmouth and the Declaration of Health completed and handed to the appropriate officer.

(b) All coastwise shipping is boarded and inspected either at Exmouth or at Exeter Basin.

A limited number of vessels are inspected by the Port Medical Officer as a routine.

(3) Notification to the Authority of inward vessels requiring special attention (wireless messages, land signal stations, information from Pilots, Customs Officer etc.)

Arrangements have been made with the Post Office for the transmission of Wireless Messages if required. None was received during 1951.

(4) Mooring Stations designated under Article 10.(a) Traffic to Exeter.

Shipping from foreign ports moor to one of the three buoys in the Bight.

(b) Traffic to Exmouth.

Shipping from foreign ports tie up at the Pier Head, Exmouth, unless there is a case of or suspected case of infectious disease on board in which case the Master is instructed to tie up to one of the three buoys in the Bight.

(5) Particulars of standing exemptions from the provisions of Article 14. (Detention of Ships by Port Medical Officer).

There are no standing exemptions from the provisions of Article 14.

(6) Experience of working Article 16. (Restriction on boarding or leaving ship).

No difficulties have been experienced in the working of this Article.

(7) What, if any, arrangements have been made for:-

(a) Premises and waiting rooms for medical examination.

There are no premises specially designated for medical examination.

(b) Cleansing and disinfection of ships, persons and clothing and other articles.

This authority is not competent to undertake the disinfection of ships, which if the occasion arises will be referred to Plymouth for this purpose.

(c) Premises for the temporary accommodation of persons for which such accommodation is required for purposes of the regulation.

No special premises have been designated for the temporary accommodation of persons, but should this become necessary it would be provided at one of the hospitals in the area.

(d) Hospital accommodation for Plague, Cholera, Yellow Fever, Smallpox and other infectious diseases.

Cases of Smallpox or suspected smallpox will be admitted to the Upton yne Smallpox Hospital (Tel.No. Stoke Canon 207) through the Whipton Isolation Hospital (Tel.No. Exeter 67158).

Special ambulance transport can be obtained by telephoning Exeter 67158.

Consultants - Smallpox. When necessary the services of the following consultants may be called upon:-

- (1) Dr. G. Seward - 20, West Southernhay, Exeter.
Tel.No. Exeter 2110.
- (2) Dr. W.J. Laird - City Hospital, Exeter.
Tel.No. Exeter 2671 - Office.
Exeter 3116 - Home.

Other infectious diseases will be dealt with at the Exeter Isolation Hospital, Whipton.

(e) Ambulance Transport.

An efficient and adequate ambulance service is available day and night for infectious and non-infectious cases.

(f) Supervision of Contacts.

This is undertaken by the Port Medical Officer, his Deputy, or by the Port Sanitary Inspector according to the requirements of the particular case.

(8) Arrangements for the bacteriological or pathological examination of rats for plague.

The required examination will be made through the Public Health Laboratory service, 7, Dix's Field, Exeter.

(9) Arrangements for other bacteriological or pathological examination.

Examinations under this heading are made either at the Royal Devon and Exeter Hospital, Exeter, or the Public Health Services Laboratory, Exeter.

(10) Arrangements for the diagnosis and treatment of venereal disease among sailors under international arrangements.

Masters of vessels are informed that seamen requiring such treatment should attend at the Royal Devon and Exeter Hospital on the following days and times:-

Mondays	3p.m. to 5p.m.
Fridays	6p.m. to 8 p.m.

(11) Arrangements for the internment of the dead.

There are adequately equipped mortuaries at Exmouth and Exeter. The nearest crematorium is at Plymouth.

TABLE C.

Cases of Infectious sickness landed from vessels.

NIL.

TABLE D.

Cases of Infectious sickness occurring on vessels during the voyage but disposed of prior to arrival.

No cases of plague, cholera, yellow fever, smallpox or typhus fever occurred on any vessel and no plague infested rats were discovered.

5. MEASURES AGAINST RODENTS.(1) Steps taken for detection of rodent plague.

(a) In ships in the port - Enquiries are made from masters of all vessels using the port concerning the presence of rats, and, if present, of signs of unusual mortality among the rats. No evidence of rats was found on any of the ships entering the Port during the year.

(b) On quays, wharfs, warehouses, etc. in the vicinity of the port - Regular inspections are made by the Sanitary Inspector and any unusual signs are notified to the Medical Officer.

(2) Measures taken to prevent the passage of rats between ships and the shore.

Masters are questioned regarding evidence of rats on board. Other than this action no further precautions are at present taken.

With reference to Paragraph 5, Section 2, of my Annual Report for the year 1948, which dealt with measures to be taken to prevent the passage of rats between ships and the shore, the Ministry of Health have advised that rat-guards are not considered to be very effective and that it is preferable to concentrate on maintaining the lowest possible level of the rat population in ships and docks by fumigating, trapping and baiting. It is, therefore, not proposed to insist on rat-guards or fenders being used as routine.

(3) Method of deratization of ships.

(a) Ships - any ship requiring deratization is referred to Plymouth for the necessary measures, and the next port of call of the vessel is notified.

- (b) Premises in the vicinity of docks or quays - These premises are inspected regularly by the Rodent Operatives under the Sanitary Inspector and by the staff of the Harbour Board.

(4) Measures taken for the detection of rat prevalence in ships and shore.

Systematic inspections are made with special reference to rat excreta, rat runs, damage to foodstuffs etc.

(5) Prevention of Damage by Pests (Application to Shipping) Order, 1951.

The Prevention of Damage by Pests (Application to Shipping) Order, 1951, which came into operation on the 1st October, 1951, applies the provisions of the Prevention of Damage by Pests Act, 1949, to certain vessels.

Sea-going vessels, i.e. vessels engaged in trading between a port outside the United Kingdom, Channel Islands and Isle of Man and a port within the United Kingdom, Channel Islands and Isle of Man are exempt from the above Order. These vessels, if free of rats, are in possession of a Deratization Exemption Certificate which is valid for six months, in accordance with the Port Sanitary Regulations, 1933, and the International Sanitary Conventions. All vessels of this class which have entered the port during 1951, were found to be in possession of a valid certificate.

Vessels engaged in trading between ports within the United Kingdom, Channel Islands and Isle of Man are also exempt from the above Order, provided they hold a Rodent Control Certificate which is valid for four months. All such vessels with the exception of one were found to be in possession of a valid certificate and this vessel (a tanker), after careful inspection, was granted a Rodent Control Certificate.

6. HYGIENE OF CREWS' SPACES.

TABLE J.

Classification of nuisances.				
Nationality of Vessels	Number Inspected during the year.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British	270	nil	nil	2
Other nations	39	nil	nil	-

7. FOOD INSPECTION.

- (1) Action taken under the Public Health (Imported Food) Regulations, 1937, the Public Health (Imported Milk) Regulations, 1926, the Public Health (Preservatives etc. in Food) Regulations, 1925 to 1940.

There was no action taken under these Regulations during 1951.

- (2) Shellfish - Information respecting any shell-fish beds or layings within the jurisdiction of the Port Health Authority stating whether they are, in the opinion of the Medical Officer liable to pollution. Report of any action taken under the Public Health (Shell-fish) Regulations, 1934, or the Food and Drugs Act, 1938.

Mussel beds are established in the estuary opposite to Lympstone. In view of the outfalls of crude untreated sewage at Topsham, Starcross and Lympstone such shellfish are liable to pollution and accordingly the Exeter Shellfish Regulations of 1919 were made. Briefly these Regulations prohibit the collection of shellfish from two areas, one in the vicinity of the Lympstone sewer outlets and the other in the vicinity of Starcross. Furthermore the regulations made it obligatory for all persons collecting shellfish (excluding periwinkles) for sale for human consumption to subject such shellfish to either (1) sterilization by steaming under pressure for at least 6 minutes in a suitable apparatus or (2) by an approved method of cleansing e.g. by means of water sterilised by chlorine.

Sterilization by steaming is employed at the Exe Shellfish Company, Exmouth, and of the 17 samples of shellfish which were sent for bacteriological examination during the year all were found to be satisfactory.

A mussel purification station at Lympstone is operating on a very limited scale and the six samples which were submitted to the Public Health Laboratory in Exeter were generally satisfactory.

21st January, 1952.

